



Enclosed with  
NYR lt. 73.50

Buccaneer.

Capacity Plan

Jrk. 1472.

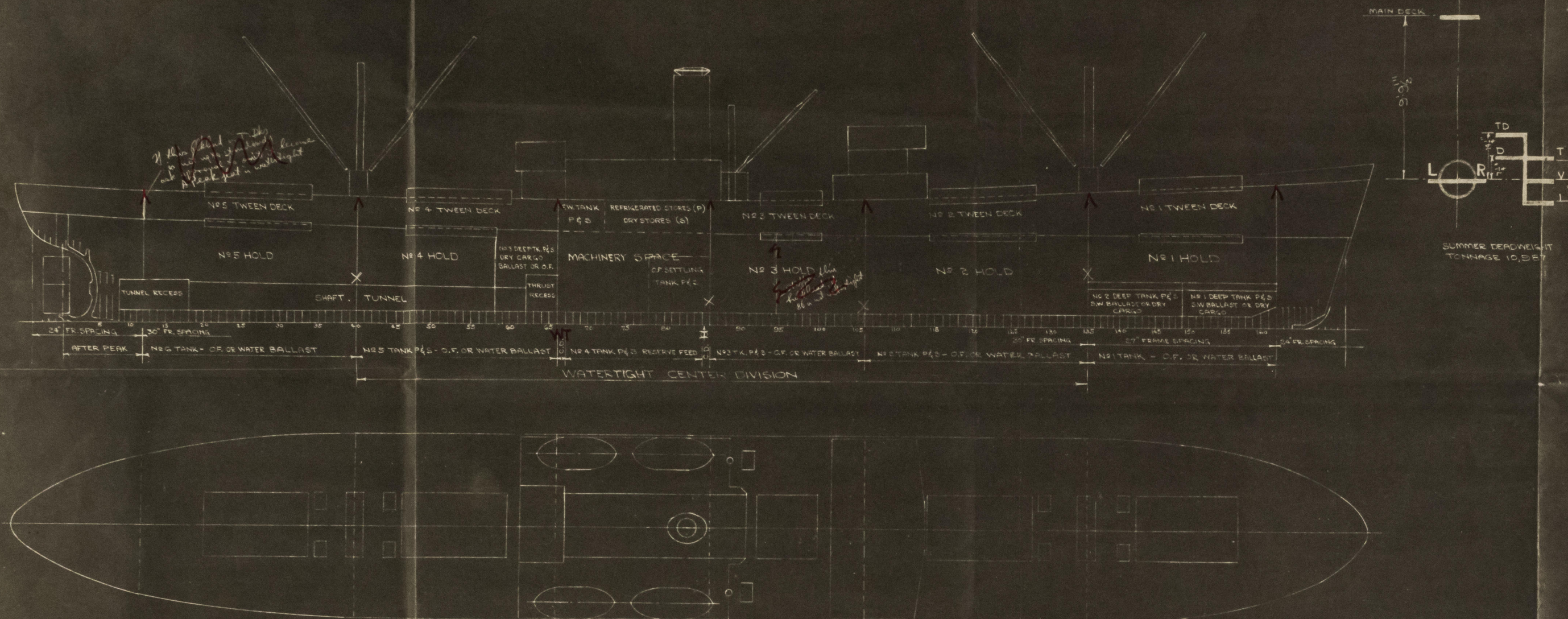


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014642-014653-0281





FREE-BOARD IN FEET	DEAD-WEIGHT IN TONS	DRAFT IN FEET	DISPLACEMENT IN TONS S.W.	TONS PER INCH	MOMENT PER INCH	BLOCK TO TWIN DECK
9	1,000	28	13,200	1,320	.760	
10	1,000	27	14,200	1,420	.756	
11	1,000	26	15,200	1,520	.753	
12	1,000	25	16,200	1,620	.749	
13	1,000	24	17,200	1,720	.744	
14	1,000	23	18,200	1,820	.740	
15	1,000	22	19,200	1,920	.736	
16	1,000	21	20,200	2,020	.732	
17	1,000	20	21,200	2,120	.727	
18	1,000	19	22,200	2,220	.722	
19	1,000	18	23,200	2,320	.716	
20	1,000	17	24,200	2,420	.710	
21	1,000	16	25,200	2,520	.704	
22	1,000	15	26,200	2,620	.699	
23	1,000	14	27,200	2,720	.694	
24	1,000	13	28,200	2,820	.688	
25	1,000	12	29,200	2,920	.681	
26	1,000	11	30,200	3,020	.673	
27	1,000	10	31,200	3,120	.664	
28	1,000	9	32,200	3,220	.659	
29	1,000	8	33,200	3,320	.653	
30	1,000	7	34,200	3,420	.643	

COMPARTMENT	FRAMES	GRAIN	BALES
N5 HOLD	122-125	41257	24082
N4 HOLD	122-149	34239	27725
N3 HOLD	122-149	30359	30074
N2 HOLD	149-135	7473	5578
N1 HOLD	149-135	7473	5578
N5 DEEP TANK (PORT)	125-106	101402	91909
N4 DEEP TANK (PORT)	106-86	70072	63617
N3 DEEP TANK (PORT)	22-56	13220	10940
N2 DEEP TANK (PORT)	62-56	12370	9848
N1 DEEP TANK (PORT)	58-40	58573	52785
N5 DEEP TANK (STARBOARD)	40-12	58483	50658
N4 DEEP TANK (STARBOARD)	125-106	101402	91909
N3 DEEP TANK (STARBOARD)	106-86	70072	63617
N2 DEEP TANK (STARBOARD)	22-56	13220	10940
N1 DEEP TANK (STARBOARD)	62-56	12370	9848
N5 TWEEN DECK	122-135	42611	36455
N4 TWEEN DECK	125-106	45559	41434
N3 TWEEN DECK	126-56	35781	33290
N2 TWEEN DECK	40-40	30349	31529
N1 TWEEN DECK	40-19	2120	2278
TOTAL TWEEN DECK		164241	161541
GRAND TOTAL		562950	494919

TANK	FRAMES	CU. FT.	TONS SW.
FORE PEAK	122-125	5075	145
N5 DOUBLE BOTTOM	122-125	3745	107
N4 DOUBLE BOTTOM	122-149	5197	149
N3 DOUBLE BOTTOM	122-149	5197	149
N2 DOUBLE BOTTOM	149-135	5116	146
N1 DOUBLE BOTTOM	149-135	4075	116
N5 DOUBLE BOTTOM	106-86	4075	116
N4 DOUBLE BOTTOM	106-86	3710	106
N3 DOUBLE BOTTOM	22-56	3710	106
N2 DOUBLE BOTTOM	62-56	3350	94
N1 DOUBLE BOTTOM	58-40	2500	70
AFTER PEAK	12-1	5500	150
TOTAL		43443	1244
N5 DEEP TANK (P)	122-149	3373	110
N4 DEEP TANK (P)	122-149	3373	110
N3 DEEP TANK (P)	149-135	7340	211
N2 DEEP TANK (P)	149-135	7340	211
N1 DEEP TANK (P)	40-56	12220	353
N5 DEEP TANK (S)	40-56	12220	353
TOTAL		49612	1461
TOTAL BALLAST		52506	2245

TANK	FRAMES	BARRELS	TONS SW.
N5 DOUBLE BOTTOM	122-125	5075	145
N4 DOUBLE BOTTOM	122-149	5197	149
N3 DOUBLE BOTTOM	122-149	5197	149
N2 DOUBLE BOTTOM	149-135	5116	146
N1 DOUBLE BOTTOM	149-135	4075	116
N5 DOUBLE BOTTOM	106-86	4075	116
N4 DOUBLE BOTTOM	106-86	3710	106
N3 DOUBLE BOTTOM	22-56	3710	106
N2 DOUBLE BOTTOM	62-56	3350	94
N1 DOUBLE BOTTOM	58-40	2500	70
AFTER PEAK	12-1	5500	150
TOTAL		5676	165
N5 DEEP TANK (P)	40-56	2440	366
N4 DEEP TANK (P)	40-56	2440	366
N3 DEEP TANK (P)	56-78	300	45
N2 DEEP TANK (P)	56-78	300	45
TOTAL		5311	795
TOTAL OIL FUEL		11127	1687

FRESH WATER			
TANK	FRAMES	CU. FT.	TONS
TWEEN DECK F.W. TANK (P)	66-72	965	27
TWEEN DECK F.W. TANK (S)	66-72	965	27
WASHING WATER - AFTER PEAK	T - 12	5000	156
RESERVE FEED - NO 4 (P)	67-84	3237	90
RESERVE FEED - NO 4 (S)	67-84	3237	90
TOTAL		14004	390

STORES		
STORE ROOM	CU. FT.	
MEAT ROOM	800	
FISH ROOM	172	
VEGETABLE	1031	
DAIRY	229	
TOTAL REFRIGERATED STORES	2332	
DRY STORES	3978	
CLEAN LINEN	606	
BOYS' STORE - F.W.	6526	

# HULL PARTICULARS

LENGTH BETWEEN P. --- 412'-0"  
 BREADTH MID. --- 50'-0"  
 DRAFT, SUMMER --- 27'-6"  
 DEADWEIGHT AT SUMMER DRAFT --- 10,587 TONS  
 UNDER DECK TONNAGE --- TONS  
 GROSS TONNAGE --- TONS  
 NET TONNAGE --- TONS  
 WINCHES --- 10 "X 12" FOR 5 TON BOOMS (ONE 30 TON ROOM) --- 1-7/8 "X 10" WARPING WINCH  
 WINDLASS --- 1 "X 12" STEAM WINDLASS  
 AUX. CONDENSER --- HEAPS ENGR. LTD. - 700 # COOLING SURFACE  
 AUX. AIR & OIL PUMP --- WORTHINGTON - 10 "X 12" VERTICAL SIMPLEX  
 DIST. LBS --- DAVID ENGR. CO. - 60 # SURFACE  
 ACCOMMODATION ---

# MACHINERY PARTICULARS

MAIN ENGINE --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 BOILERS --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 FUEL --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 CONDENSER --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 PROPELLER --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 AIR PUMP --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 BILGE PUMP --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 F.O. TRANSFER PUMP --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 F.O. SERVICE PUMP --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 SW. SERVICE PUMP --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 EVAPORATOR --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 FEED HEATER --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.  
 GENERATORS --- 2-1000 C.F.M. 1000 C.F.M. AT 3" P.P.

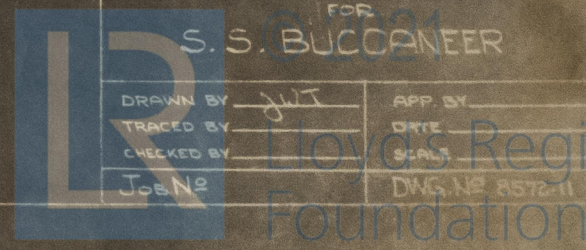
SAVANNAH MACH & FOUNDRY CO  
 SAVANNAH GA.

# CAPACITY PLAN

FOR S. S. BUCCANEER

DRAWN BY JUT  
 TRACED BY JUT  
 CHECKED BY JUT  
 JON

APP. BY JUT  
 DATE 9-28-49  
 DWG NO 857211



014642-014653-0281



SCALE  $\frac{1}{2}'' = 1$

PLATES TO BE BEVELLED OUT TO A 60° INCLUDED ANGLE  
FOR ALL BUTT WELDS AND BEVELLED TO WITHIN 1/8"  
FROM BOTTOM PLATE GAP OF 1/8" TO BE KEPT  
BETWEEN EDGES TO BE WELDED.

## WELDING NOTES

WILL COME RIVETED COMPLETE, EXCEPT IN WAY OF BUTTS OF  
PLATING, SHORT BARS APPROX 15" & 30" LONG TO BE  
INTRODUCED HERE, AND FITTED AFTER C.V.K. IS IN PLACE.  
BUTT OF ANGLES TO BE WELDED

60° WELD FROM INSIDE

OUTSIDE PLATE  
FINISHING BEAD.

60° WELD FROM OUTSIDE

1" WIDER THAN LAND

Diagram illustrating a butt joint with welds on both the inside and outside surfaces. The diagram shows two plates being joined, with welds indicated on both the inner and outer faces. Dimensions 'a' and 'a'' are marked on the diagram.

ALL BUTTS OF BOTTOM SHELL TO BE VEEED OUT AND WELDED FROM THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING IS FULLEST EXTENT. BUTTS OF INSIDE STRAKES WILL BE VEEED OUT FULL MOUTH. THE BUTTS OF OUTSIDE STRAKES TO BE VEEED INSIDE AND WELDED BETWEEN THE LANDING EDGES OF INSIDE STRAKES ONLY. THIS WELD WILL BE COMPLETED BY VEEING OUTSIDE OF THE SHIP AND WELDING BOTH SEAMS. THESE TO VEEED OUT 1" WIDER THAN LANDING.

SIDE SHELL  
AND ENDS  
CLEAR OF  
BOTT. SHELL  
J. A. STRAKE.

INSIDE STRAKES TO BE YEED OUT, AND WELDED FROM THE INSIDE.  
OUTSIDE STRAKES TO BE YEED OUT, AND WELDED FROM  
THE OUTSIDE.

J. A. STRAKE.

THIS IS A GLINKER STRAKE. THE BUTTS TO BE VEE, AND  
WELDED FROM OUTSIDE, AND LOWER EDGE WHICH IS INSIDE IS TO  
BE FINISHED IN THE SAME MANNER AS OUTSIDE PLATES, THAT IS  
VEED 1" WIDER THAN LANDING AND WELDED FROM INSIDE.  
NOTE- ALL SHELL LANDINGS TOP & BOTTOM FOR 3' EACH  
SIDE OF SHELL BUTTS TO BE WELDED.

TANK TOP

SIDE OF SHELL BUTTS TO BE WELDED.  
ALL TANK TOP PLATING SEAMS AND FLOOR ANGLES TO BE RIVETED.  
ALL BUTTS TO BE WELDED FROM TOP SIDE TANK TOP SEAMS TO  
BE WELDED FOR 3" EACH SIDE OF BUTT. ALL SEAMS (UNLESS OTHERWISE ALL C)  
TANKS TO HAVE A SEALING RUN OF WELDING, SHARP TURN  
TO BE FLET WELDED TO TANK TOP SIMILAR TO BLOS, NO FOUNDATION  
BARS TO BE FITTED. PLATING TO HAVE SAME PROCEDURE. AS TANK TOP

TANK MARGIN  
PLATE

FLANGED ON TOP AND LAP RIVETED TO TANK TOP PLATING BOTTOM  
EDGE TO BE BUTT ON SMALL PLATE, AND FILLET WELDED. SEE SKETCH.  
THE ORDINARY FLOORS AS WELL AS O.T. & W.T FLOORS WILL BE  
WELDED TO THIS PLATE INSIDE, AND BULGE BRACKETS WELDED ON  
OUTSIDE. NO ANGLE CONNECTIONS WILL BE FITTED ON EITHER SIDE OF  
TANK MARGIN PLATE. ALL BUTTS OF TANK MARGIN PLATES WELDED  
FROM OUTSIDE WITH FINISHING BEAD INSIDE.

T &amp; WT B.H.D.S.

TO BE ALL WELDED IN WAY OF TANK TOP AND TANK MARGIN.  
NO FOUNDATION ANGLE TO BE FITTED TO TANK TOP OR MARGIN.  
B&B PLATING AND STIFFENERS BRACKETS BUTTED HARD ON TANK  
TOP AND TANK MARGIN, AND FILLET WELDED. BULKHEAD TO BE  
WELDED DIRECT TO SHELL. NO SHELL BARS TO BE FITTED.

BILGE BRKTS  
AND GUSSET  
PLATE

RIVETED TO FRAME AND BILGE ANGLE AND WELDED TO TANK MARGIN. GUSSET PLATE WELDED TO FLANGE OF BILGE BRACKET AND WELDED TO TANK TOP.

W.T. & Q.T.  
FLOORS IN  
DOUBLE BOTTOM

TO BE WELDED DIRECT TO SHELL & TANK TOP  
WITHOUT ANGLES. SEE SKETCH

[illegible]

SKETCH SHOWING WELDED STIFFENERS  
ON Q. BARS & LONG BARS 10" FROM C  
AT THE FOLLOWING LOCATIONS:

1	B/R	WT	FROM FR. 2 TO 18	TUNNEL	TO 210 DECK	
2	OT		18" - 40"	TOP		* TRUNK TO 210
3	N/T		40" - 46"			
4	OT		58" - 65"	TRUNK DECK		
5	N/T		86" - 91"	3/4" 3/4" UNDER		
6	GIRDER 40" WIDE		88" - 106"			
			106" - 114"			
7	B/R N/T		122" - 35"	THINK TOP	TO	
8	OT		135" - 40"	DEEP TANK B/T		* TRUNK TO 210
			148" - 102"			
9	LONG BARS	QT	10" OFF C	FROM FR. 2 TO 40	2ND DECK	TO TRUNK TOP
				40" - 50"	TANK TOP	
				50" - 66"	2ND DECK	UPPER DECK
		N/T		91" - 135"	THINK TOP	UPPER DECK
		OT		135" - 157"	RD DECK	TRUNK TOP

RIVETING NOTES:-			
SHELL RIVETING ON SEAMS BETWEEN FR <sup>s</sup>			
RIVETS	30" SPACING	27" SPACING	24" SPACING
3/4"			7 PAIRS
7/8"	8 PAIRS	7 PAIRS	6 PAIRS

[illegible][illegible]

SHIP Nos <u>33</u> <sup>44</sup> <u>MOUNT MAXWELL PARK</u> "	
<u>MIDSHIP SECTION.</u>	
SCALE $\frac{1}{2}$ - 1'-0"	DRAWING No.
DRAWN BY <u>A.A.</u>	<u>422.</u>
CHECKED BY <u>g.w.</u>	
APPROVED BY	DATE <u>Oct. 15 - 43.</u>
Victoria Machinery Depot Co. Ltd. Victoria, B.C.	

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<u>LENGTH B.P</u>	<u>41'-0"</u>
<u>BREADTH EXTR.</u>	<u>57'-1"</u>
<u>BREADTH MLD.</u>	<u>56'-10"</u>
<u>DEPTH MLD. UPPER DK.</u>	<u>37' 4"</u>
<u>DEPTH MLD. SECOND DK</u>	<u>28'-7"</u>
<u>DEPTH TO LENGTH UPPER DECK</u>	<u>11'-14"</u>

2	STOCKLESS ANCHORS	8400 LBS EACH	
1	STUD CABLE CHAIN	270 FATHOMS 2 1/2" (HT STEEL STUD LINK)	
1	STREAM ANCHOR (STOCKLESS)	83 3/4 CWTs.	
1	STREAM WIRE	90 FATHOMS 8" 6 x 12 F.W.	
1	TOYLINE	120 "	4 1/2" - 6 x 24 " SPECIAL
2	HAWKERS	90 "	2 1/2" - 6 x 12 "
2	WARPES	90 "	2 1/2" - 6 x 12 "

CLASS - #100A1 WITH FREEBOARD

CARRYING HOMOGENEOUS CARGO OF PETROLEUM  
IN BULK. DOUBLE BOTTOM TANKS NOS 1235  
6 ALSO NOS 1 & 2 LOWER DEEP TANKS FORWARD P&S & TWO SETTLING TANKS  
FITTED TO CARRY FUEL OIL, FLASH POINT  
ABOVE 150°F. 6' x 6' x 4 1/2' ANGLE STRINGS

SHEAR STRAKE  $1\frac{1}{2} \times 84$  PLATING  
(WITH TWEEN DECK FRAMES IN  
EVERY FRAME) TO  $1\frac{1}{2}$  - 17.85  
PLATING AT ENDS

STRAKE BELOW SHEAR STRAKE  
5/8" - 25.5" PLATE TO 7/16" x 78" T ENDS

NOTE:-  
SHELL PLATING WITH LINERS

SIDE SHELL  $\frac{3}{8}$ -25.5 PLATE  
WITH 30" SPACING TO  $\frac{1}{16}$ -17.5#  
AT ENDS. SIDE SHELL 25% ROVE  
END THICKNESS =  $\frac{9}{16}$  IN WAY OF PAINTING  
IN LIEU OF STRINGERS FOR A DISTANCE  
AFT OF RULE POSITION OF COLLISION  
BULKHEAD EQUAL TO 10% OF  $\frac{1}{2}$  OF  
VESSEL

DETAIL OF DRAIN HOLE.

FLANGED JOINT  
4" FLAT & 1/4" RAD.

2" BAKING FRAMES  
R<sub>1</sub> 1/4" TO R<sub>2</sub> PEAK CH

1/2" O.S.  
GUSSET TO 2" FL.  
WELDED TO BLIND  
SPACED & BOLTED  
ON MARGIN

106

DRAIN HOLE  
ONE EVERY FRAME  
5" SPACE

Technical drawing of a flange assembly. The drawing shows a cross-section of a flange with a 4-inch flat section and a 1/4-inch radius. It includes dimensions for the flange thickness (106), the distance between frames (106), and the distance from the flange to the peak (106). The drawing also shows the location of the drain holes, which are spaced every 5 inches. The drawing is labeled with 'FLANGED JOINT', '4" FLAT & 1/4" RAD.', '2" BAKING FRAMES', 'R<sub>1</sub> 1/4" TO R<sub>2</sub> PEAK CH', '1/2" O.S.', 'GUSSET TO 2" FL.', 'WELDED TO BLIND', 'SPACED & BOLTED ON MARGIN', 'DRAIN HOLE', 'ONE EVERY FRAME', and '5" SPACE'.

### DETAIL OF TANK GUSSETS

DETAIL OF BILGE BRACKETS  
AFT OF FRAME 66 & FORD OF FRAME

28-24 HALF BREADTH MOULDED.  
BOTTOM PLATING  $\frac{3}{8}$ " - 25.5" WITH 30" SPACING.  
THREE STRAKES OF SHELL NEXT TO KEEL TO BE 10%  
ABOVE  $\frac{1}{4}$ " THICKNESS FROM  $\frac{1}{2}$ " LWD TO COLLISION BHD. FORWARD END  $\frac{1}{2}$ " &  $\frac{3}{8}$ ".  
KEEL 52"x36" - 30.60" FOR  $\frac{3}{8}$ " TO  $\frac{1}{2}$ " 28 OS  
AT ENDS  $\frac{1}{8}$ " RIVS IN SEAMS AND FRAMES  
BUTTS ELECTRIC WELDED.  
INWAY OF BOSS

NOTE:- RIVETED SEAMS OF TANK TOP PLATING  
INWAY OF CARGO TANKS & COFFERDAM TO HAVE A SEALING  
OF WELDING

[illegible]

OIL FUEL SETTLING  
TANK. PORT & STAR  
BETWEEN FR<sup>2</sup> 78 TO 86  
TANK PLATES 1/2" THK  
STIFFENERS 8"x4"x1/2"  
TOE WELDED, & TOP BO  
4 SIDES, WELDED DIRECT  
TO FUEL

NOTE  
BILGE BRACKETS THUS  
IN REAR OF OIL FUEL SETTLING  
TANKS, WITH 45° ANGLE  
TOE WELDED TO BILGE BRACKET

NOTE  
BILGE BRACKETS THUS  
IN REAR OF OIL FUEL SETTLING  
TANKS, WITH 45° ANGLE  
TOE WELDED TO BILGE BRACKET

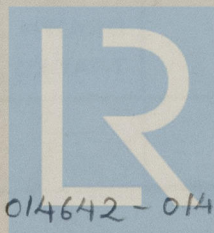


Buccaneer.

Upper. Deck Hatch ends Beams a

Longitudinal

Jan. 1472.

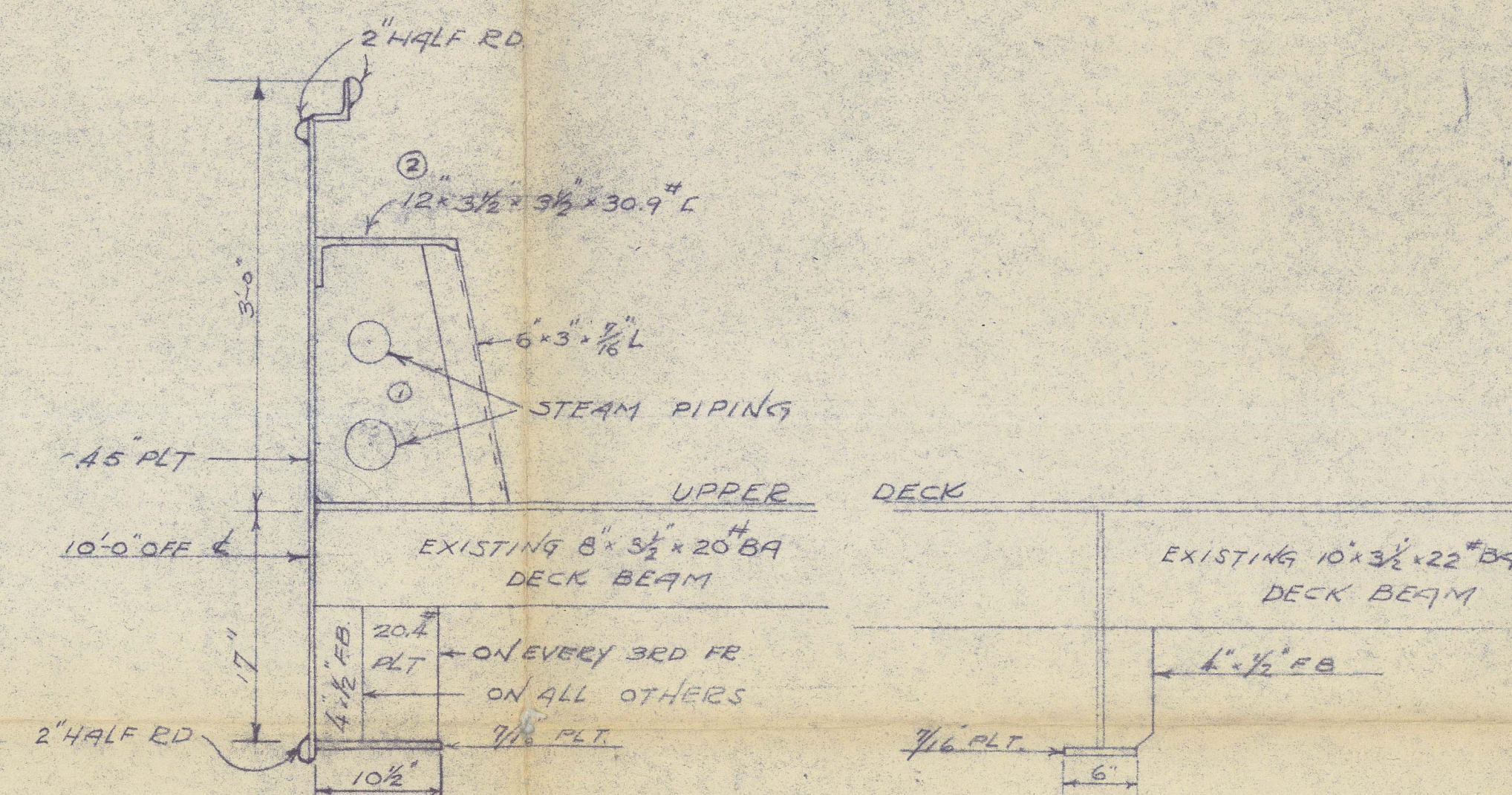
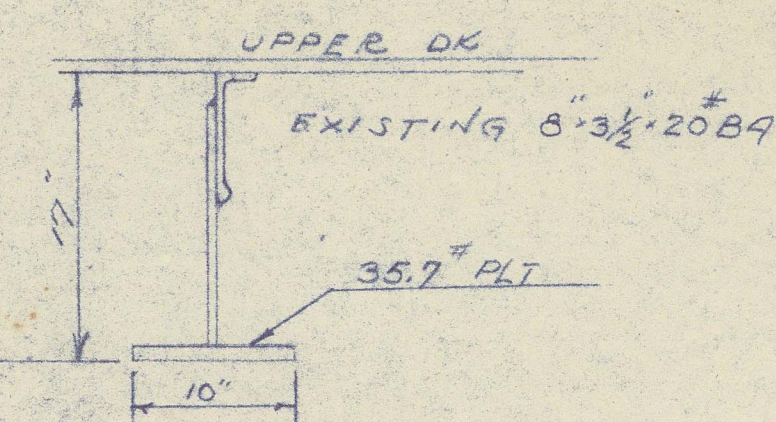
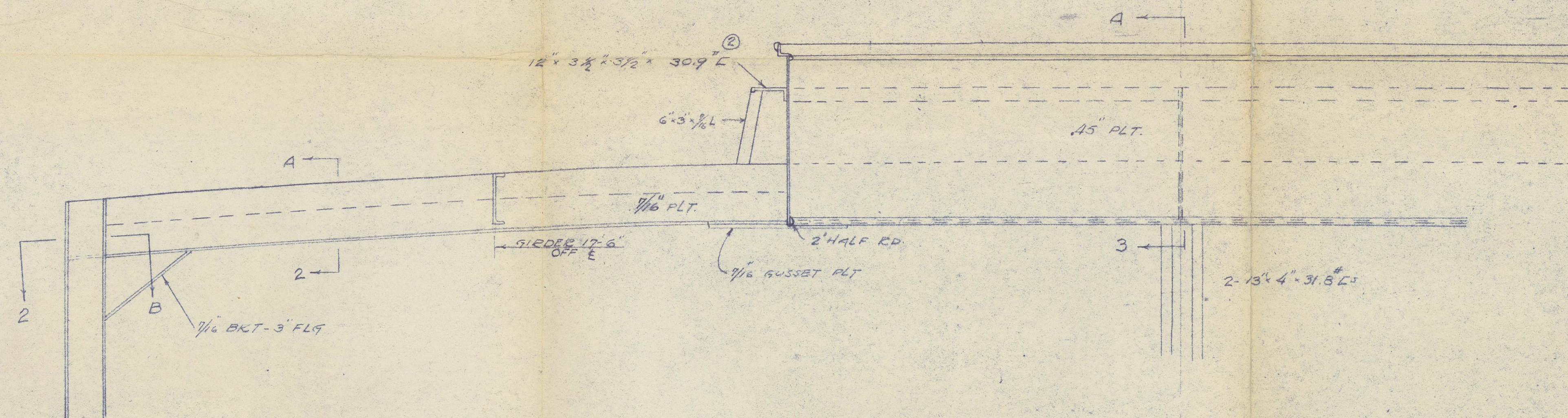
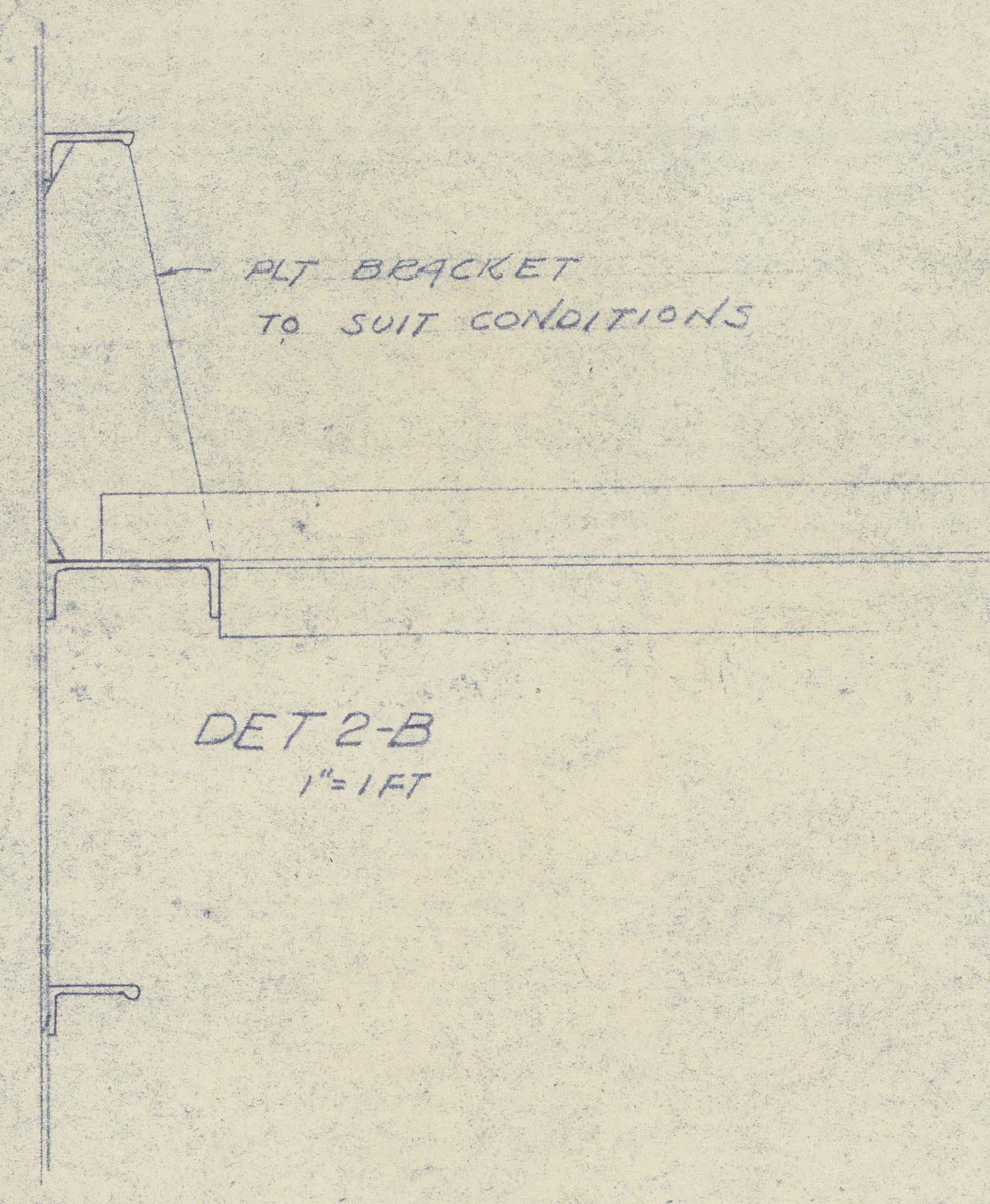


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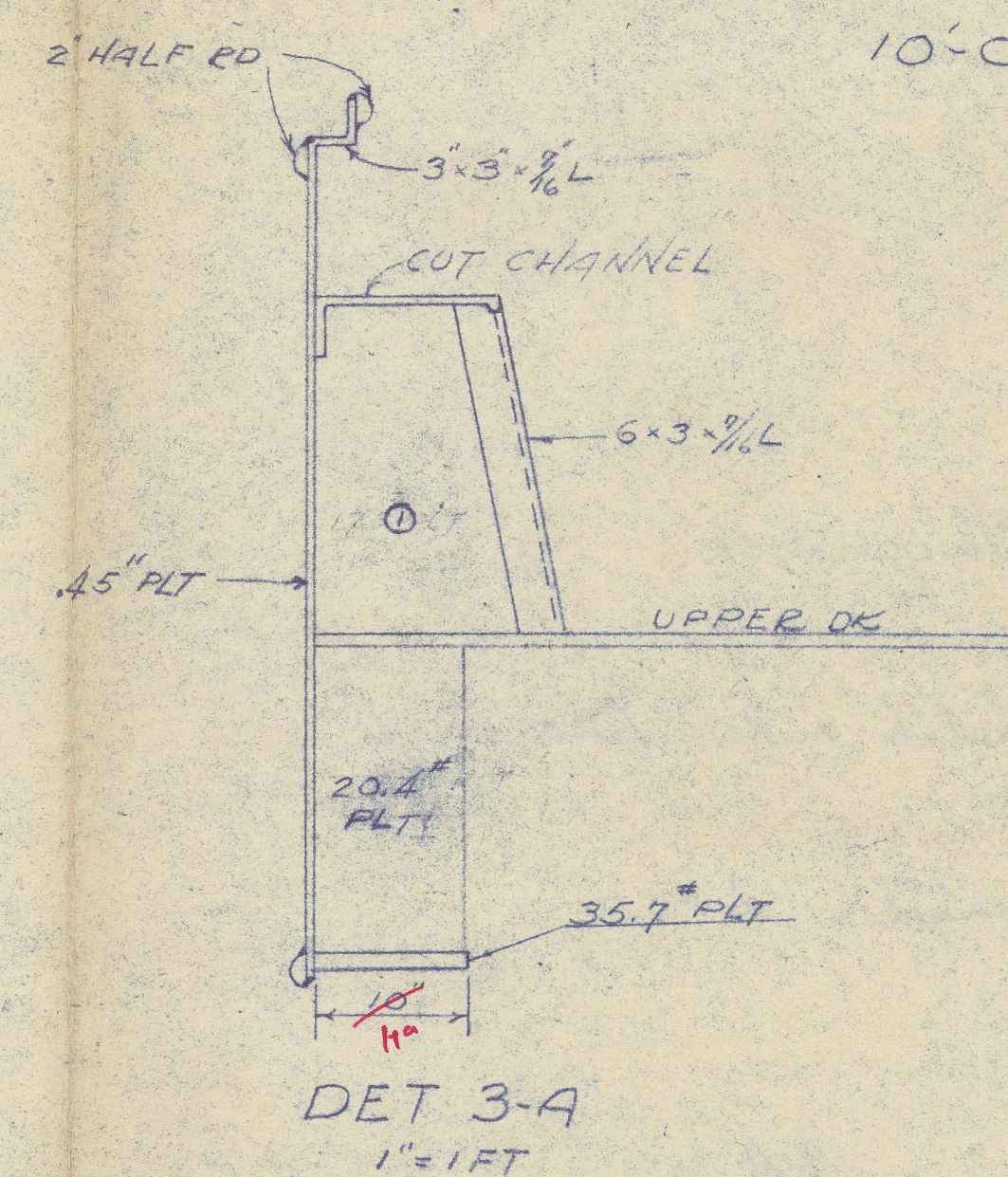
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TYPICAL SECTION OF LONGITUDINAL  
BETWEEN HATCH END AND BHD  
10'-0" OFF E



SAVANNAH MCH. & FDY. CO. SAVANNAH, GEORGIA	
HOLES RIVETS	UNLESS NOTED
REVISED	
DETAILS OF UPPER DECK HATCH END BEAMS AND LONGITUDINAL	
FOR S.S. BUCCANEER	
LOCATION	
OWNER	
DESIGNED BY	CHECKED BY
DRAWN BY	BILLED BY
TRACED BY	SCALE
JOB ORDER NOS. 8572	
CONT. NO. 3572-5	
DWG. NO. 3572-5	

2	BA. ON HATCH TO 12" x 3 1/2" x 30.9" L
1	DELETED 17 1/2" BKT. WAY OF ST. PIPING
REVISIONS	
7/27/49	